

IN THE RIVER.

Accident on the New York Central and Hudson River Road.

Twenty-Eight Lives Lost and Half That Number Injured.

High Water Injured the Retaining Wall and a Special Train Slips Into the Hudson River—Most of the Dead Lost Their Lives From Drowning.

NEW YORK, Oct. 25.—Buffalo and New York special No. 46, on the New York Central and Hudson River railroad, due to arrive in this city at 7:30 o'clock Sunday morning, was thrown from the track into the Hudson river, one and a half miles below Garrison station. Twenty-eight lives were lost. The retaining wall along the river had been undermined by high water in the river and the track caved under the weight of the train. The train consisted of the engine, a combination baggage and express car, a smoker, two ordinary coaches and four sleepers. The engine and two forward cars are submerged in 50 feet of water. Engineer Foyle and Fireman Tompkins went down with the engine. All the sleeping car passengers escaped. A man named Williams, of Buffalo, died after being rescued from the river, his arm having been torn off. Up to 5:30 o'clock ten bodies had been recovered. Seven or eight of the dead were Chinamen who were in the smoking car. A. G. McKay, private secretary to General Manager Van Etan, is missing and is said to have been on the engine. A number of wounded have been taken to hospitals in Poughkeepsie and Peekskill.

Following is the list of bodies recovered from the wreck up to 5:30 p. m.:

Thomas Reilly, about 50 years old, of 2860 Wisconsin avenue, St. Louis.

Five unidentified Chinamen, one bearing passport in name of Wong Gim and one bearing letter addressed to Hop Sing, 17 Springfield avenue, Newark.

E. A. Green, about 25 years old, supposed to be employed by W. A. Otis, architect, 175 Dearborn street, Chicago.

All of these died from drowning. Green's body was the first one taken out of the car by the diver, who is still searching for more bodies.

A. G. McKay, private secretary to General Superintendent Van Etan, is believed to have been riding on the engine and killed.

Conductor Parish and 18 others were uninjured and have been sent to New York. Five other survivors of the wreck were taken to the Helping Hand hospital at Peekskill. Two of these are Americans and three are Chinamen. The former are John E. Ryan, No. 294 Barrow street, Jersey City, badly lacerated arm, shoulder and knee; Clarence Morgan, of Aurora, N. Y., shoulder broken.

Mr. Morgan escaped from a car after it had fallen into the water, through a hole in the end.

W. S. Langford, of Bayonne, N. J., was in one of the last coaches, which remained on the track. He swam out to the sunken cars with an ax and succeeded in chopping through one of them and rescuing four people.

The wreck occurred about six miles above Peekskill. A retaining wall which supported the track slid out under the weight of the rapidly moving train. Of late the tide in the Hudson river has been very high and to this was due the undermining of the wall, so the railroad officials state.

Herman Acker, of Peekskill, the baggage master of the train, who was in the baggage car with John Shaw, an express agent, had a narrow escape. In a second compartment of the car were several Chinamen. Acker felt a heavy jar and found himself in the water. The water rose to within a foot of the roof. The car had whirled completely around in falling, and the compartment which contained the baggage stuck up slightly, the end containing the Chinamen being completely submerged. Shaw and Acker kept themselves afloat, the latter making his way to the tool box.

He got out an ax, smashed through a panel, and with Shaw climbed to the roof of the car. Three of the Chinamen also made their escape through the same opening. Acker's arm was badly cut and his body covered with bruises. He was sent to his home in Peekskill. Shaw was not hurt.

The first man, unknown, who was taken out of the wreck by the rescuers, was breathing when found, but badly crushed. He died soon afterwards, his body being sent to Peekskill also.

The sleeping car conductor says he is able to account for all his passengers except five, and he is not certain that these are lost.

W. H. G. Myers, of Passaic, N. J., was lost in the wreck. The body has not yet been recovered.

The wrecked train was known as the State express. It left Buffalo at 7 o'clock Saturday night and was due in New York at 7 o'clock Sunday morning. The train was hauled by engine 873 and consisted of one American Express car, one composite baggage and smoking car, one day coach and six sleepers. Poughkeepsie was the last stopping place of the train before the disaster at 5:10 a. m.

At this time there were in the smoker, in addition to the baggage master, Herman Acker, of Peekskill, who was in his compartment, eight Chinamen en route from the Canadian border to New York, and a middle-aged man, supposed to be Thomas Reilly, of 2860 Wisconsin avenue, St. Louis. All of these excepting the baggage master perished. The day coach contained 18 or 20 passengers, many of whom were women and children.

How many of these escaped is not known, but at least 12 were drowned or killed in this car. Behind the coach was the six sleepers, with about 65 passengers.

The total cargo of human freight consisted of something over 100 people.

QUEEN REGENT

Wishes to Obtain the American Government's Sympathy,

And Particularly to Conciliate the Whites in the Cuban Island.

Military Occupation of the Four Western Provinces, and Active Operations in the Two Eastern Provinces Essential to Complete Pacification of Cuba.

NEW YORK, Oct. 25.—A special to the World from Madrid, says: A high diplomatic personage, who has special means of accurately judging Spain's motives, claims that the queen regent and the Sagasta government are sincere both in their wish to obtain the sympathy of the American government and to conciliate the majority of the Cubans—especially the whites, whom the new policy aims to detach from the insurgents.

"Many obstacles may retard the realization of the liberal programme," this high diplomat continued:

"First, the condition of the island makes the executing of reforms and the taking of elections very difficult.

"Secondly, the division in the autonomist party makes its support unreliable just when the government wants it to be the corner-stone of the new regime.

"Thirdly, the ambiguous attitude of the so-called Spanish party, the constitutional union, makes mischief, as its proffered support is conditional on the government making no large extension of the electoral franchise as that would deprive it of the control of the municipal and provincial councils and the insular assembly.

"Fourthly, the creating of a local assembly with a responsible executive is exceedingly unpopular in Spain and is combated even by influential liberals and newspapers like the Herald and the Imparcial.

"Fifthly, military men share the opinion of Gen. Blanco, Parrado and Pando that rigid military occupation of the four western provinces of Cuba and very active operations in the two eastern provinces are indispensable to complete pacification, and can only produce results in a few months if the United States stop entirely filibustering expeditions and all other assistance to the insurgents.

"Sixthly, prolongation of the struggle with its terrible drain on the Spanish finances and embarrasments impending to the tune of \$8,000,000 a month on top of the \$400,000,000 already spent—early this winter will force Spain to pledge more sources of peninsular revenue to raise money to go on with the pacification in Cuba. Hence the anxiety of the court and the government to secure the good will of the United States, which is shown in the adoption of a new colonial policy, in making promises to settle the American claims after pacification and in holding out a prospect of advantages for American trade and capital in the Spanish West Indies.

"Views on these delicate matters are being exchanged between the two governments with great reserve, chiefly at Washington, as usual hitherto. Probably nothing of them will be placed officially on record."

The prevailing opinion in court and official circles in Madrid is that the American government shows a temporizing and friendly disposition.

HOTEL FIRE.

Three Persons Burned to Death and Others Injured by Jumping From the Windows.

OIL CITY, Pa., Oct. 25.—Three persons were burned to death and seven were severely injured in a fire that destroyed the Hotel Brooklyn at Kelleysville, 25 miles southeast of Oil City, on Sunday morning at an early hour. The building was a three-story one, roughly built of double boards and burned like tinder. At two o'clock Sunday morning when the firemen first discovered it there were seventeen persons asleep in the hotel. At that time the fire, which had originated on the second floor of the building, shut off all retreat from the rooms on the floors above. Six men on the second floor and five on the third saved themselves by jumping from the windows to the ground below, but there was none of these who escaped without severe burns or hurts.

Drugged and Robbed.

MIDDLETOWN, N. Y., Oct. 25.—Jacob Pfam, German, aged 45, was taken from an Ontario and Western train here Saturday night because he acted like a maniac. Investigation shows that the man is on his way from his mark, N. D., to Odessa. The police believe that he had been drugged and robbed. Papers on the man show that he had made arrangements for sailing but there was neither money nor a ticket on his person. He had a Western Union receipt for \$80. Word was sent to the New York agents of the steamer mentioned in the papers asking for further information.

Will Protest Against Filibustering.

MADRID, Oct. 25.—A government note protesting against filibustering will be handed to United States Minister Woodford Monday. According to a dispatch from Havana Lieut. Gen. Weyler has ordered the abandonment of demonstrations that were being prepared there in his favor and against the government. Mrs. Woodford, the wife of the United States minister, has arrived here. Gen. Woodford has not yet taken an official residence, but will continue to occupy apartments at the Hotel De Rom.

Storm at Atlantic City.

ATLANTIC CITY, N. J., Oct. 25.—A severe northeast storm prevails here and along the immediate coast. Up to a late hour Sunday night the life crew and Maritime exchange stations here had received no word of disasters or wrecks. The high tide on the meadows somewhat delayed incoming trains. The wind has kept up a 41 mile velocity since 8 o'clock.

CONDENSED NEWS

Gathered From All Parts of the World by Telegraph.

Tom Hawkins, the prize fighter who did not regain consciousness Saturday night after a bout in the Green Point Athletic club, New York, and was thought to be dying, came to his senses Sunday and will recover.

Surgeon General Wyman's bulletin of yellow fever cases and deaths Sunday includes the following: Memphis, Tenn., four cases; Mobile, Ala., eight cases; Edwards, Miss., one case; Bay St. Louis, Miss., eight cases, one death.

John Schlegel, who, one afternoon in July last, in the center of Kansas City, shot and killed Dr. A. S. Berger, one of the most prominent local men in his profession, for criminally assaulting Schlegel's wife, was acquitted at noon Sunday.

Hon. Sir Richard Henn Collins, judge of the queen's bench division of the high court of judicature since 1891, has been appointed lord justice of appeal in succession to Right Hon. Sir Nathaniel Lindley, recently appointed master of the rolls.

The report telegraphed from Victoria that the Canadian government had decided to charge a duty on every class of goods taken into the Klondike country, including miners' packs, is not correct. There has been no change in the customs laws affecting the country.

The ocean tug boat Robert W. Willmot, built at West Bay City, Mich., and now on her way to New Orleans, has arrived at Ogdensburg, N. Y., and is having pontoons placed under her to allow her to pass down the Canadian canals to the ocean. She is designed especially for ocean towing.

Consul Smith, at Victoria, B. C., reports to the state department that the business in that consular district is considerably larger than the preceding year owing to the Klondike gold excitement. Owing to the tariff the exports to the United States have been smaller since August.

James A. Mather, aged 65 years, keeper of a cigar store at 519 Market street, Camden, N. J., was held up and probably fatally shot by a robber Sunday. A man who at different times gave his name as both John Cowan and George Woodward, and who says he belongs in New York, was arrested. He admits having a prison record.

Joseph T. Cornforth, representing a syndicate of Denver capitalists, is in Seattle en route to southeastern Alaska from some point in which, more than likely Fort Wrangle, he proposes to establish a daily express to Dawson City. The plan likewise involves mail carrying, provided the co-operation of both government's can be secured.

In an attempt to rob a shoe store at Etta, near Pittsburgh, Friday night, Harry Williams, believed to be a notorious crook, was shot and killed by means of a gun which had been placed in the store as a trap for burglars. In his pockets were found 50 skeleton keys, and diamonds, rings, watches and chains valued at \$2,500.

An alleged conspiracy to murder Sheriff Martin, who led the deputies who fired upon and killed a score of strikers at Lattimer, Pa., September 10, has been discovered by the arrest of John Seplak, who was wounded in the riot. The complainant was the sheriff's son, William, who says he overheard Seplak threaten to kill his father.

Eighty-three pulpits of the Toronto churches were filled Sunday by delegates to the World's W. C. T. U. convention. In the afternoon an enormous crowd assembled in Massey hall to listen to the annual convention sermon, which was preached by Miss Elizabeth Greenwood, of Brooklyn. Miss Frances Willard presided at the meeting.

Adolph Lipman, the solicitor for the Travelers Life Insurance Co., who shot himself while seated at his desk in the Bank of Commerce building, New York, Saturday morning, died Sunday at the Hudson street hospital. He had been dependent on account of business set-backs, and frequently threatened to kill himself. He shot himself in the head.

The White squadron, consisting of the cruisers New York and Brooklyn, and battleships Massachusetts, Texas and Iowa, arrived at New York Sunday from an extended visit in eastern waters. The New York proceeded up the bay to the navy yard, while the three big battleships and the cruiser Brooklyn anchored off Tompkinsville, S. I.

Forecast for Monday.

WASHINGTON, Oct. 25.—Kentucky and West Virginia—Fair and warmer Monday; southeasterly winds.

Western Pennsylvania and Ohio—Probably fair Monday; fresh and brisk easterly winds, slightly warmer.

Indiana and Lower Michigan—Probably fair and warmer Monday; fresh and brisk southeasterly winds.

THE MARKETS.

CINCINNATI, Oct. 25.—FLOUR—Spring fancy, \$4.50; 47½; spring family, \$4.00; 45; spring patent, \$5.10; 48; winter, \$4.00; 45; fancy, \$4.25; 45; family, \$3.50; 37½; extra, \$2.95; 35; low grade, \$2.50; 30; rye, northwestern, \$3.00; 31½; do. city, \$3.00; 31½.

WHEAT—Sales: Sample red, track, \$2.50; No. 2 red, track, \$2.50; sample red, track, \$2.50; No. 2 yellow, track, \$2.50; No. 2 mixed, track, \$2.50; 1 car do, \$2.50.

OATS—Sales: No. 2 mixed, track, \$2.50; No. 2 white, track, \$2.50; No. 3 spring, elevator, \$2.50; Hogs—Select shippers, \$3.50; 3.90; select butchers, \$3.00; 3.35; fair to good packers, \$3.00; 3.30; fair to good light, \$3.00; 3.30; common and roughs, \$2.00; 2.30.

CATTLE—Fair to good shippers, \$4.00; 4.30; good to choice butchers, \$4.00; 4.30; fair to medium butchers, \$3.00; 3.25; common, \$2.25; 2.75.

SHEEP—Extra, \$3.50; 4.00; good to choice, \$3.00; 3.25; common to fair, \$2.25; 2.50.

LAMBS—Extra, \$3.50; 3.75; good to choice, \$3.00; 3.25; common to fair, \$2.00; 2.25.

VEAL CALVES—Fair to good light, \$3.00; 3.25; extra, \$3.50; common and large, \$2.25; 2.50.

CHICAGO, Oct. 25.—WHEAT—October, 94c; December, 95c; old, 95c; January, 94½c; May, 93½c.

CORN—October, 25½c; December, 26½c; May, 27½c.

OATS—October, 17½c; December, 18½c; 18½c; May, 21c.

BARLEY—Cash, No. 3, 25½c; RYE—Cash, 47½c; December, 48c; May, 50½c.

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RIDING ON THE RAIL!

What the Great Steel Highways Offer to Travelers.



Maysville to Orensboro via C. and O. October 28th and 29th the C. and O. will sell round-trip tickets Maysville to Orensboro at \$7.00, with final limit November 1st.

To New York. October 28th, 29th, 30th, 31st and 1st and 2nd October 28th and 29th the C. and O. will sell tickets Maysville to New York and return at one and one-third rate on certificate plan. See C. and O. Agent for further information.

Nashville, Tenn., and Return \$8 via C. and O. Railway. On account of the Tennessee Centennial and International Exposition, Nashville, Tenn., May 1st to October 31st, the C. and O. will sell round-trip tickets Nashville to Nashville at the following rates: 7-day tickets \$8; 15-day tickets \$11; season tickets \$15. Tickets on sale April 28th and continuing during the Centennial.

Tennessee Centennial. On above account the L. and N. Railroad will sell round trip tickets to Nashville as follows: April 28th to October 31st \$11, limited fifteen days from sale, and at \$5, limited to seven days from date of sale. Final limit on all November 7th, 1897.

Cheap Homeseekers' Excursions. On November 24 and 25 and December 7th and 21st the Missouri Pacific Railway and Iron Mountain Route will have on sale from St. Louis round-trip homeseekers' excursion tickets to points in the West and Southwest at rate of one fare plus \$2. Good twenty-one days from date of sale, with privilege of stopping at pleasure on going trip. For rates, pamphlets and full information address N. R. Warwick, Agent, 317 Vine street, Cincinnati, O.

Mountain Resorts of Colorado. Greatly reduced rates for the round trip to Colorado and the summer resorts of the Rocky Mountains via the favorite Colorado Short Line of the Missouri Pacific Railway. Summer tourist tickets now on sale, with limit until October 31st returning. Through solid trains, equipped with Pullman Palace Buffet Sleeping-cars and handsome free reclining chairs, without change St. Louis to Pueblo, Colorado Springs, Manitou and Denver. For resort books and full information address N. R. Warwick, Agent, 317 Vine street, Cincinnati, O.

Tour of All Mexico. A special vestibuled train of Pullman Sleeping and Dining Cars, under the management of the American Tourist Association, Reau Campbell, General Manager, will start Tuesday, January 18th, 1898, via the Iron Mountain Route. Tour extended 600 miles beyond the usual excursion route; time in Mexico six to eight days longer. The finest Pullman Palace Sleeping and Dining Cars and the new Open-top Observation Car. Time of tour thirty-four days. Everything first-class. An opportunity seldom offered to visit the "Egypt of the New World" under such favorable auspices. Tickets include all expenses. For rates, maps, books and all information address N. R. Warwick, Agent, 317 Vine street, Cincinnati, O.

"Sunset Limited" Between St. Louis and California. The famous "Sunset Limited" train, heretofore running between New Orleans and San Francisco, is now operated between St. Louis, Los Angeles and San Francisco via "the True Southern Route," the St. Louis, Iron Mountain and Southern, Texas and Pacific and Southern Pacific Railways, leaving St. Louis every Tuesday and Saturday at 10 p. m., arriving at Los Angeles every Friday and Tuesday at 4 p. m. and San Francisco every Saturday and Wednesday at 10:15 a. m. The train consists of Compartment Car with ladies' observation parlor, Composite Car with bath and barber shop, two or more double drawing-room ten-section Sleeping Cars of the most modern and improved Pullman pattern and Dining Car. The train is vestibuled throughout, heated by steam and lighted with kerosene gas—entirely first-class train and run for first-class travel exclusively. This route is recognized by the traveling public as the ideal winter-way to the "Italy of America" and her sun-kissed valleys. High altitudes and free from ice and snow. Space in sleeping cars reserved on application. For rates, time-cards and further particulars address N. R. Warwick, Agent, 317 Vine street, Cincinnati, O.

CLOSING OUT.

Having sold my interest in the Furniture business to Mr. John L. Winter of Augusta, Ky., and who will take charge of it on January 1st, 1898, and continue the business, and also carry a complete stock of agricultural implements. On Monday, the 25th day of October, I will place

MY ENTIRE STOCK OF FURNITURE ON SALE AT COST!

Nothing reserved, consisting of the newest and latest designs in Bedroom, Parlor and Dining Room Suites, Hattracks, &c., and the best selection of Rockers in Oak and Mahogany Finish ever brought to the city. Remember, this sale commences on Monday, the 25th of October, and lasts until the first day of January, 1898.

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